



## Time Table

No. 58.

In effect May 14, 1911.

**NORTH BOUND.**  
No. 332—Evansville Acce-  
modation..... 5 40 a.m.  
No. 302—Evansville—Mattoon  
Express..... 11 25 a.m.  
No. 340 Princeton mixed... 4 15 p.m.

**SOUTH BOUND.**  
No. 341—Hopkinsville mixed  
..... 10 00 a.m.  
No. 321—Evansville—Hopkins-  
ville mail..... 3 50 p.m.  
No. 301—Evansville—Hopkins-  
ville Express..... 6 40 p.m.

Train No. 332 connects at Prince-  
ton for Paducah, St. Louis and way  
stations, also runs through to Evans-  
ville.  
Train No. 302 connects at Prince-  
ton for Louisville, Cincinnati, way  
stations and all points East, also  
runs through to Evansville.  
Trains No. 340 and 341, local trains  
between Hopkinsville and Princeton  
T. L. MORROW, Agent

## L. & N.

### Time Card No. 124

Effective Sunday April 30, 1911.

**TRAINS GOING SOUTH.**  
No. 93—C. & N. O. Lim. 11:56 p. m.  
No. 51—St. L. Express 5:35 p. m.  
No. 91—Evansville Ac. 10:05 a. m.  
No. 95—Dixie Flyer, 9:01 a. m.  
No. 55—Hopkinsville Ac. 7:05 a. m.  
No. 53—St. L. Fast Mail 5:33 a. m.

**TRAINS GOING NORTH.**  
No. 92—C. & St. L. Lim., 5:25 a. m.  
No. 52—St. Louis Express, 9:53 a. m.  
No. 90—Evansville Ac. 4:15 p. m.  
No. 94—Dixie Flyer, 6:27 p. m.  
No. 56—Hopkinsville Ac. 8:55 p. m.  
No. 54—St. L. Fast Mail, 10:20 p. m.

Nos. 95 and 94 will make Nos. 90  
and 91's stops except 94 will not stop  
at Mannington and No. 95 will  
not stop at Mannington or Empire

No. 53 and 54 connect at St. Louis and other  
points west.  
No. 51 connects at Guthrie for Memphis in  
route as far south as Erie and for Louisville  
Cincinnati and the East.

No. 53 and 55 make direct conn. at Gut-  
hrie for Louisville, Cincinnati and all point  
north and east thereof. No. 53 and 55 also con-  
nect for Memphis and way points.

No. 93 runs through to Chicago and will ac-  
commodate passengers to point South of Evansville  
No. 93 through sleepers to Atlanta, Macon,  
Jacksonville, St. Augustine and Tampa, Fla.  
Also Pullman sleepers to New Orleans. Con-  
nects at Guthrie for points East and West.

No. 93 will not carry local passengers for points North  
of Nashville Tenn.

J. C. HOOE, Agt.

## Tennessee Central

### Time Table No. 4 Taking Effect

SUNDAY, March 10, 1912

#### EAST BOUND

No. 12 Leave Hopkinsville 6:30 a.m.  
Arrive Nashville... 9:45 a.m.  
No. 14 Leave Hopkinsville 4:00 p.m.  
Arrive Nashville... 7:15 p.m.

#### WEST BOUND.

No. 11 Leave Nashville... 8:05 a.m.  
Arrive Hopkinsville 11:20 a.m.  
No. 13 Leave Nashville... 5:00 p.m.  
Arrive Hopkinsville 8:15 p.m.

T. L. MORROW, Agent.



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are always immaculate like the  
rest of his linen because he pat-  
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knows how, and it uses its know-  
ledge for the benefit of its cus-  
tomers. Look at it on the men  
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The plans for your advertising campaign  
this year should by all means include a hand-  
some Art Advertising Calendar for 1913.  
We have secured the exclusive agency for  
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A. M. Collins Mfg. Co., of Philadelphia.

This is one of the largest and most sub-  
stantial Calendar houses in the United  
States, and the quality of their line is su-  
perior to that of any ever shown in this  
section.

This line will be handled exclusively by  
us in Christian and Trigg counties. It in-  
cludes a great number and variety of sub-  
jects in full color, as well as some hand  
colored pictures of exceptional beauty.

The samples for 1913 will be in our hands  
shortly, and we shall be glad to show them  
to you at an early date. **MAKE NO PLANS  
FOR YOUR 1913 CALENDAR UNTIL YOU  
SEE THIS EXTRAORDINARY LINE.**  
**HOPKINSVILLE KENTUCKIAN.**

## Courier-Journal FOR 1912

You can not keep posted on current  
political events unless you read the

### COURIER-JOURNAL

(Louisville, Ky.—HENRY WATTERSON, Editor)

## This Presidential Year

THE TARIFF will be the issue and  
the battle will be a hard-fought  
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## Weekly Courier-Journal

AND

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to Courier-Journal**

## JUDGE CHANGED HIS MIND

Chico Kid of New Mexico Did Not Pro-  
pose to Have a Fine Im-  
posed.

Broadway heard with some surprise  
that H. A. Du Souchet, the author of  
"The Man From Mexico," is a candi-  
date for justice of the peace in the  
hamlet in which he pays taxes in New  
Jersey. Why he should want to be a  
Jersey justice has the big street  
guessing. The obverse of the propo-  
sition is the wonder why Jersey  
should want him to be a justice.  
"Away back in 1878," said one of the  
old-timers, "Du Souchet was a justice  
of the peace down on the New Mexico  
line. In those days tarantulas and In-  
dians were the chief native products  
of that region. Residents wore their  
guns handy, and train robbery was  
considered a profitable and not dis-  
creditable form of speculation. One  
day the Chico Kid, being very drunk,  
insisted on being arrested. The mar-  
shal didn't want to arrest Mr. Kid, but  
the latter insisted.

"I wanna plead guilty to drunken-  
ness and disturbin' thuh peace," said  
the Kid to Justice Du Souchet.

"I will have to fine—" began Du

Souchet.

"What?" howled the Kid. "Fine  
me? Why, you pin eared, yaller liver-  
ed, pigeon toed ole maverick, there  
ain't enough justices in New Mexico  
to make me pay a fine. I—"

"But Justice Du Souchet interrupted  
him urbanely.

"I was about to say," said he, "that  
I will have to find time to get real  
well acquainted with you, Mr. Kid. In  
the meantime, suppose we go and  
have a drink."—New York Letter to  
the Cincinnati Times-Star.

## HE HAD TO STRIKE BACKWARD

Darkey Bound to Yield to Labor  
Movement But Was Getting  
Enough Wages.

"I keep a colored man around the  
house who waits on the table and  
does various things," said the lawyer.  
"Up to a year ago he was getting \$25  
a month. Then he came to me one  
day and said he must have more  
money or he would strike. We talked  
it over and settled on \$28 a month.  
He has got along at that figure ever  
since until the other day, when he  
walked in on me and said:

"Mistah Blank, I've sure got to  
go on strike dis time."

"But I thought you were satisfied,  
Robert," I replied.

"No, sah—no, sah. 'I hain't dun  
satisfied."

"Well, how much do you want?"

"I don't want any mo', sah."

"Then, what's the trouble?"

"De trouble am, sah, dat de strike  
business am in de air all 'round me,  
an' I's got to strike or bust."

"Are you going to leave?"

"No, sah."

"But you want more money?"

"No, sah."

"Well, what then?"

"A year ago, sah, I struck ford's  
fur \$28. Now I's gwine to strike  
backwards fur de same old \$25.  
Sorry, sah, but I must dun strike or  
dese white folks 'round yere will  
think I'm jest common trash and hev  
no respect for me!"

## Long Overland Journey.

A strenuous overland journey has  
just been completed by Mrs. Sarah  
Conner and her four small children,  
who, after a trip in a dilapidated bug-  
gy of 900 miles, have arrived at  
Wheeler, S. D., their destination. Mrs.  
Conner and her children commenced  
their journey at Moose Jaw, Canada,  
following the death of her husband,  
who left them in a destitute condi-  
tion. Their nearest relative resided  
at Wheeler, in South Dakota. A span  
of ponies were hitched to a single  
seated top buggy, which contained the  
mother and her four children, one a  
girl of eleven, a boy of nine, a girl of  
seven and a baby of eighteen months.  
In the old buggy were piled the world-  
ly possessions of the family. The  
journey required six weeks' time.  
Some days they were unable to travel  
more than fifteen miles. The two old-  
er children, and part of the time  
three of them, walked while the moth-  
er drove. The ponies had only such  
grazing as they could find along the  
road and were without grain the en-  
tire trip. They were nearly exhaust-  
ed at the end of the journey.

## The Tariff.

The word "tariff" traces itself back  
to Tarifa, a Moorish name for a fort-  
ress on a southern promontory of  
Spain, running into the Straits of Gib-  
ralter, and commanding the entrance  
to the Mediterranean. From this Tar-  
ifa the Moors, during their dominion  
in Spain, were wont to watch the  
merchant ships of the nations as they  
passed into or out of the Mediterran-  
ean, and, making a tally therefrom,  
used to levy duty on the merchandise  
carried by the ships. It was from this  
practice that the application of the  
word came into use.

## Ladies Object to Profanity.

The woman golfers of New York  
have made objections to swearing on  
the links and have discussed the mat-  
ter in their clubs. The men who play  
over the links are all supposed to be  
gentlemen, but sometimes they are  
not careful of their language, and  
ladies have been made very indignant  
by some speeches. It has been sug-  
gested that notices be placed in the  
clubhouses, but the fact that the  
ladies have discussed the subject  
will, no doubt, be all that is neces-  
sary.



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**C. J. GEE.**

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